

THE V-A-S-E.

From the madding crowd they stand apart,
The maidens four and the work of Art;
And none might tell from sight alone
In which had Culture ripest grown—
The Gotham Million fair to see,
The Philadelphia Pedigree,
The Boston Mind of azure hue,
Or the soulful Soul from Kalamazoo—
For all loved Art in a seemingly way,
With an earnest soul and a capital A.
Long they worshipped; but no one broke
The sacred stillness, until up spoke
The Western one from the nameless place,
Who, blushing, said: "What a lovely vase."
Over three faces a sad smile flew.

And they edged away from Kalamazoo.
But Gotham's haughty soul was stirred
To crush the stranger with one small word.
Dearly hiding reproof in praise,
She cries: "'Tis, indeed, a lovely vase!"
But brief her unworthy triumph, when
The lofty one from the house of Penn,
With a condescension of two grandpas,
Exclaims: "It is quite a lovely vase!"
And glances round with an anxious thrill,
Awaiting the word of Beacon Hill.
But the Boston maid smiles scornfully,
And gently murmurs: "Oh, pardon me!
I did not catch your remark, because
I was so entranced with that charming vase!"
—James Jeffrey Roche in Life.

The large demand for Vases has induced the Pacific Hardware Co. to place on sale at their Bethel Street Department, an invoice intended for the Holidays:

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F. M. BROOKS, E. R.

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THE YACHTS AT PEARL HARBOR

After the conclusion of the junior race the yachts were given thirty minutes in which to take off their gala dress and get into trim for racing. Most of them were lined up along the course of the rowing race and needed but little preparation. The Gladys and the La Paloma were both dressed with flags from stem to stern. The smaller boats took preparatory spins up and down the lochs, dotting the blue waters with flecks of white and skimming along under the breeze that was freshening every minute, and bade fairly to be first-class yachting weather by the time it was needed.

Aboard the Cummins lunch was served to the hungry visitors, amounting to about fifty, and with the cool weather and the appetizing sea breeze, everybody did full justice to the viands. Twelve o'clock was set as the time for the first preparatory signal and the boats were so advised by the racing committee. The signals for preparation and starting were arranged as follows: Four whistles for the preparatory signal of the fourth class; three for the third, and so on, followed in each case within five minutes by one whistle for starting. Ten minutes elapsed between the start of each class.

The boats in their various classes, with their skippers, were placed as follows: Fourth, Abbey M., Dow, skipper; Maria, Lee; Canary, Malolo Lansing. Third class, Columbia, Myrtle; Kalki, Valkenburg; Princess, Prince Cupid; Olo, Mott-Smith; Hihimani, Waterhouse; Pirate, Chapman; Myrtle, Crozier; Vi-ke, Crabbe. Second class, Dewey, Johnson. First class, Gladys, Hobron; Helene, Whitney; La Paloma, Macfarlane.

Promptly at five minutes after twelve the fourth class boats crossed the line, which extended from the steamer to the wharf on the land immediately facing the bows, in the following order: The Malolo with a start of some 150 feet, then the tiny Canary and the Maria, both together followed by the Abbey M., lagging at other hundred feet in the rear. Ten minutes later, the third class with eight entries, perhaps the most popular race of the day were in their turn crossing.

As usual there was a great deal of jockeying for the start, resulting in some very pretty work. The Pirate cut the line first, followed by the Princess, next the ex-champion Myrtle and then the Olo, Columbia, Vi-ke and Kalki. This was the Columbia's unlucky day, as a stay parted soon after the start and her skipper was obliged to give up the attempt. Neither was the Jonah aboard satisfied with this, for, on the way home, a sudden squall caught her in the channel near the dredger and carried away mast, sails and keel, leaving her to be picked up and towed to Honolulu by the Cummins.

The buoy off the Peninsula point was found to be topsy turvy and the Hihimani dropped a man overboard who made unsuccessful efforts to right it. The Princess sailed away on the start but the Pirate speedily overhauled her and challenged her to a race, maintaining it for a long time. The Columbia did well up to the time of her mishap.

The Dewey sailed off on time and, having no competitors, sailed over the course alone and took the trophy. She made the finish in some twenty seconds better time than the third class Princess. Commodore Hobron spun around in his own boat's length and secured the start on the Helene, the La Paloma starting last in her class several yards behind the Helene.

The first boat to cross the line after having made the triangular course once, was the Malolo, which had started first of all. The times and orders of the various yachts being as follows:

Malolo, 4th Class, 1:11:20.
Pirate, 3rd Class, 1:25:25.
Princess, 3rd Class, 1:25:55.
Myrtle, 3rd Class, 1:25:50.
Vi-ke, 3rd Class, 1:22:54.
Dewey, 2nd Class, 1:24:10.
Abbey M., 4th Class, 1:24:30.
Olo, 3rd Class, 1:24:33.
Gladys, 1st Class, 1:29:30.
Kalki, 3rd Class, 1:22:20.
Helene, 1st Class, 1:25:30.
Hihimani, 3rd Class, 1:26:32.
La Paloma, 1st Class, 1:29:40.
Canary, 4th Class, 1:51:12.

Passing around the leg and coming back for the second round the order was as follows, with the La Paloma catching up with the Helene and Gladys. F. M. Whitney on the Helene protested that Valkenburg of the Kalki, had twice fouled him and taken his water. Dow in the Abbey M. gave up the race as did the Canary, Kalki and Hihimani.

Malolo, 4th Class, 1:33:20.
Pirate, 3rd Class, 1:35:40.
Princess, 3rd Class, 1:35:45.
Myrtle, 3rd Class, 1:39:40.
Maria, 4th Class, 1:41:40.
Vi-ke, 3rd Class, 1:44:00.
Dewey, 2nd Class, 1:45:30.
Gladys, 1st Class, 1:46:55.
Abbey M., 4th Class, 1:48:31.
Helene, 1st Class, 1:53:20.
Kalki, 3rd Class, 1:53:28.
La Paloma, 1st Class, 1:58:10.
Hihimani, 3rd Class, 1:58:10.

The Princess rapidly overhauled the Pirate and turning to beat up the eastern loch, took the lead maintaining it until the end. The finish of the third and fourth classes, who left out the leg on the second round left the Malolo, well sailed by Nelson Lansing, winner in the fourth, and the Princess equally well sailed by Prince Cupid, head of the third class once more. The Pirate and Myrtle had a hard tussle for second but the New Zealand crack was beaten out and the Pirate, rather as a surprise to a good many, secured second place. Times of finish and actual sailing read as under:

Fourth Class—
Malolo, 1; 2:24:18; 2:25:11.
Maria, 2; 2:47:37; 2:42:37.
Third Class—
Princess, 1; 2:33:59; 2:35:58.
Pirate, 2; 2:49:50; 2:55:00.
Vi-ke, 4; 2:45:10; 2:50:10.
Olo, 3; 2:46:22; 2:51:22.
Second Class, Twice Round—
Dewey, 3; 3:06:40; 2:41:40.
First Class, Twice Round—
Gladys, 1; 2:58:23; 2:52:33.
Helene, 2; 3:06:00; 2:51:00.
La Paloma, 3; 3:07:31; 2:52:31.

The Gladys passed the line of the third and fourth class finish at 2:59:30, giving actual time of 2:04:30, or four minutes and a half ahead of the Princess. The Dewey made the same course in 2:17:20, passing at 2:42:20.

There was an enthusiastic crowd aboard the Cummins, though it must

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be owned that the folks ashore went home with the rowers. Whistles were tooted vigorously as the winners came across the line and compliments showered on the skippers. The Hoffmanns stayed over to see the yachts. The weather was well high perfect and the course was generally applauded, although the Helene feared shoals. The Cummins made the bar coming in all right, though she stirred a little mud, and going out there was water to spare, and the Helene was water to spare. The steamers, towing the derelict Columbia, passing the Honolulu-bound yachts one at a time, docking at the Oceanic wharf, from whence the start was made, at a little before half past five. The visitors were cordial in their appreciation of the yacht club's hospitality, and appeared thoroughly to enter into the pleasures of the day.

GOING TO SURVEY FOR RAILROADS

General Wm. Booy Smith of Chicago is in the city enroute to Hong Kong, with his wife and child. General Smith is a graduate of West Point, but ill health compelled his resignation a few years prior to the Civil war. When the war broke out he applied for service again and before the close became a Brigadier-General. He was on the staff of General Grant and commanded a brigade of cavalry under him. General Smith is now a prominent engineer and his present mission is a visit to Manchuria for the survey of a projected network of railways in that country.

Gage Speckels is Fight.

SAN FRANCISCO, June 24.—John D. Speckels and W. S. Leake were surrendered by their bondsmen yesterday, on the charge of criminal libel preferred by Governor Gage. Police Judge Fritz did not require them to give new bonds on this charge. They were then arrested on a charge of libeling Gage, the complaint being sworn to by Louis P. Boardman, who is connected with Gage's bonds were furnished. Governor Gage says the move is an unfriendly one to him.

Forced to Retire.

WASHINGTON, June 23.—General O. L. Spaulding, first assistant Secretary of the Treasury, has been definitely notified by Secretary Shaw that he is to retire. He probably will not again exercise the functions of an assistant Secretary, being at the present time on a leave of absence.

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New Book Bulletin

Golden Rule Bazaar

"If I Were King," by Justin McCarthy.
"The Strollers," by F. L. K. S. Isham.
"The Dark of the Moon," by S. R. Crockett.
"The Lovely Mrs. Pemberton," by Florence Warden.
"The Fifth String," by John Philip Sousa.
"The Methods of Lady Walderhurst," by Mrs. Burnett.
"Double Barrel Detective Story," by Mark Twain.
"The Mastery of the Pacific," by A. R. Colquhoun.
"A House Party," edited by Paul Leicester Ford.
"Dorothy Vernon of Haddon Hall," by Chas. Major.
"The Woman Who Dared," by L. L. Lynch.
"A Roman Mystery," by Richard Bagot.
"The Fighting Bishop," by H. M. Hopkins.
"The Captain of the Grey Horse Troop," by Hamlin Garland.
"The Magic Wheel," by John Strange Winter.
"The Kentons," by W. D. Howells.
"Naked Truths, etc.," by Mina Thompson.
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